

MEMORANDUM

JUNE 23, 1983

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT J. RYAN, DIRECTOR

SUBJECT: ZONING TEXT AND MAP AMENDMENTS RELATIVE TO
PARKING LOTS AND PARKING GARAGES IN EAST BOSTON

At the request of John A. Vitagliano, Commissioner of Traffic and Parking, an amendment to the Boston Zoning Code has been proposed that would make parking lots and parking garages, when not accessory to other main uses, forbidden in a "limited parking district", a new overlay district to be mapped in all of East Boston. The amendment would not affect parking requirements for parking that is accessory to main uses such as residences and businesses.

The object is to put zoning controls on "park and fly" operations in East Boston. These lots present potential safety and traffic flow problems for the local street system. It would be preferable that parking accessory to the airport be located on airport property, which is accessible directly from major traffic arteries.

The amendment would not affect present or future Massport parking facilities since Massport is not subject to local zoning and because such parking would constitute accessory parking and would be allowed in the new limited parking district.

I recommend that the Authority recommend approval of the proposed Text and Map amendments.

VOTED: That in connection with Map Amendment Application No. 223 and Text Amendment Application No. 96, by the Commissioner of Traffic and Parking of the City of Boston, to create a "limited parking district" which would be mapped in East Boston, the Boston Redevelopment Authority recommends approval. Making Use Items 58, parking lots, and 59, parking garages, forbidden uses would put zoning controls on "park and fly" lots and garages, of which there already too many in East Boston. They overload the local street system, create safety and air pollution hazards, and they are frequently unsightly neighbors to residential areas. Massport intends to increase parking facilities at the airport which can be reached directly by major traffic arteries.

Text Amendment Application No. 96
Commissioner of Traffic and Parking
Add "Limited Parking District"

TO THE ZONING COMMISSION OF THE CITY OF BOSTON:

The Commissioner of Traffic and Parking of the City of Boston hereby petitions to amend the text of the Boston Zoning Code, as established under Chapter 665 of the Acts of 1956 as amended, as follows:

1. By striking out, in the first paragraph of Section 3-1A, the phrase "(d) restricted parking district;" and inserting in place thereof the following phrase:

 (d) restricted and limited parking districts;
2. By striking out the fourth paragraph of said Section 3-1A and inserting in place thereof the following paragraph:

 Restricted and Limited Parking Districts. In a restricted parking district, off-street parking facilities, including parking lots, parking garages, and parking accessory or ancillary to any use other than use items numbered 1 through 15, shall be conditional uses which may be granted only in conformance with the provisions of Section 6-3A as well as Sections 6-2, 6-3 and 6-4.

 In a limited parking district, Use Item Nos. 58 and 59, parking lot and parking garage, shall be forbidden uses. (Note: These restrictions are not applicable to land of agencies or authorities of the Commonwealth of Massachusetts or the United States of America that are not subject to municipal zoning.)
3. By inserting, in Use Item 58 of Table A of Section 8-7, a plus mark (+) beside the C's in the L and W columns.
4. By striking out the third footnote below said Use Item 58 and inserting in place thereof the following footnote:

A+ in B-1 and B-2; C+ in other B districts.

5. By striking out the fourth footnote below said Use Item and inserting in place thereof the following footnote:

+ Except C in a restricted parking district and except F in a limited parking district.

6. By inserting, in Use Item No. 59 of said Table A, a dagger (†) sign beside the C's in the L and W columns.

7. By striking out the second footnote under said Use Item No. 59 and inserting in place thereof the following footnote:

+ Except C in a restricted parking district and except F in a limited parking district.

Petitioner: Commissioner of
Traffic and Parking, City of Boston

By: *John A. Vitagliano*
John A. Vitagliano, Commissioner

Address: City Hall, Room 721

Boston, Massachusetts 02201

Tel. No.: 722-4675

Date: *June 20, 1983*

From Section 5-4 of Boston Zoning Code as amended August 18, 1980:
"The estimated average cost to the City of a hearing on a proposed amendment of this code is hereby established as one hundred and fifty dollars."

Map Amendment Application No. 223
Commissioner of Traffic and Parking
Limited Parking District mapped in
East Boston

TO THE ZONING COMMISSION OF THE CITY OF BOSTON:

The Commissioner of Traffic and Parking of the City of Boston
hereby petitions to amend Map 3 - East Boston - of the series of maps
entitled "Zoning Districts - City of Boston" as established under Chapter 665
of the Acts of 1956 as amended, as follows:

By indicating, with a dashed boundary line around the
periphery of East Boston, that the entire East Boston
district of the City of Boston lies in a Limited
Parking District.

Note: The regulations for a Limited Parking District
are not applicable to land of agencies or authorities
of the Commonwealth of Massachusetts or the United
States of America that are not subject to municipal
zoning.

Petitioner: Commissioner of
Traffic and Parking, City of Boston

By: *John A. Vitagliano*
John A. Vitagliano, Commissioner

Address: City Hall, Room 721
Boston, Massachusetts 02201

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LIMITED PARKING
DISTRICT
EAST BOSTON
BOUNDARY LINE -



EAST BOSTON RECREATION • MASTER PLANNING • LAND-USE ADVISORY COUNCIL



June 14, 1983

Mr. Robert Ryan, Director
Boston Redevelopment Authority
Boston City Hall
Boston, Massachusetts 02201

Dear Mr. Ryan,

It was brought to the attention of this council that there is a proposal for an amendment to the Boston Zoning Code coming before your board. The East Boston Land-Use Advisory Council supports the Tax Amendment Application No. 96 proposed by the Commissioner of Traffic and Parking John Vitagliano. We understand that this proposal is to limit additional commercial parking spaces in East Boston which will give our community some relief. At present we have far too many parking lots serving the many "Park and Fly" type operations and car rental agencies. These airport-related businesses cause severe traffic and pollution problems on our residential streets.

East Boston is a transportation crossroads due to the location of Logan Airport, the two race tracks, two tunnels and an access route to the North Shore. We are well aware that this must result in a certain amount of traffic passing through our streets. But a limit must be set by some responsible agency. This area can only absorb so much traffic and pollution. We feel that this approach is a good first step toward establishing a limit to the amount of traffic-generating businesses we have in East Boston. Your board vote will get the process started.

This council would welcome having a BRA representative attend one of our meetings to discuss this proposal in detail. We would enjoy meeting with you, at your convenience, to discuss the work involved to get this zoning change implemented.

Sincerely,

Anna DeFronzo, Chairperson

Anna DeFronzo

ADF/lf

cc. Commissioner John A. Vitagliano

RECEIVED

JUN 20 1983

BOSTON REDEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR



JEFFRIES POINT HARBORSIDE NEIGHBORHOOD ASSOCIATION

June 20, 1983

Mrs. Lucy Ferullo
23 Haynes Street
East Boston, Massachusetts 02128

Mr. Robert J. Ryan, Director
Boston Redevelopment Authority
Boston City Hall
One City Hall Plaza
Boston, Massachusetts 02201

Dear Mr. Ryan:

At a recent meeting, this association discussed the amendment to the Boston Zoning Code that Commissioner Vitagliano is proposing, Text Amendment No. 96. We feel that some type of parking restriction is much needed and long overdue.

As you know our association, with the assistance of your department, successfully acquired a zoning change for our Jeffries Point neighborhood. This was the result of over a years work. We were most proud of our rezoning efforts, but we are well aware of the work and educational process that is involved before the proposal is presented to the Zoning Commission.

You have to take the first step! The proposal must be presented to the diverse elements that our community is comprised of. Perhaps small group meetings to begin with. We know how threatening this change can be to the business community.

We would like to work together with your department again on a very worthy proposal. We will never know if we can succeed if we don't at least try. "The difficult we do now, the impossible takes a little longer."

We hope you will give us this chance to try to improve the quality of life in East Boston.

Sincerely,

Lucy Ferullo

(Mrs.) Lucy Ferullo, President

LF:rc

cc: Commissioner John A. Vitagliano

June 20, 1983

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JUN 21 1983

Director Robert Ryan
Boston Redevelopment Authority
City Hall -- Room 925
Boston, MA 02201

**BOSTON REDEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR**

Dear Mr. Ryan:

During the last 20 years many community groups in East Boston have voiced concerns about the impact of Logan Airport growth on residential neighborhoods surrounding the airport. When the Massachusetts Port Authority wanted to expand several runways and construct a new one near the Jeffries Point neighborhood in the 1970s, Mayor Kevin White recognized the threat to the community and helped prevent the construction. Although we are fortunate that project was stopped by the courts, almost ten years later we still face constant problems related to Logan development.

Besides the ever-present plans for a third harbor tunnel, the greatest threat to the community in the last five years has been the uncontrolled growth of parking lots for airport users within residential neighborhoods. Because the existing zoning code allowed the development of these "park and fly" lots, we have been forced to watch helplessly as our precious remaining vacant land has been gobbled up by some of the largest paved lots in the city. The customers and service vans from these lots have joined the taxis and rental cars which already jam our streets and speed through the Mt. Carmel and Jeffries Point areas.

In the interest of public safety, sane land-use development policy and federally-mandated air quality standards, the Coalition Against A Third Tunnel strongly supports an amendment to the Boston Zoning Code proposed by Traffic and Parking Commissioner John Vitagliano which would make parking lots and garages not accessory to other uses forbidden in a limited parking district encompassing all of East Boston. We feel this is a necessary first step toward solving East Boston's tremendous traffic and land use problems, and we hope the city will remain as sensitive to the increasing influence of airport growth as it was during Massport's runway expansion push.

We urge you to approve Text Amendment Application No. 96 and Map Amendment Application No. 223 as quickly as possible.

Thank you.

Sincerely,

Lina Soliscone

Coalition Against
A Third Tunnel

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JUN 20 1983

BOSTON REDEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR

O.H.I.O.
Orient Heights Improvement Organization
East Boston, Massachusetts
June 17, 1983

Mr. Robert Ryan
Zoning Department
Boston Redevelopment Authority Director

Dear Mr. Ryan:

It has come to the attention of the Orient Heights Improvement Organization (O.H.I.O.), of your sponsored amendments to exclude parking lots and parking garages from the current, commercial zoning criteria. As a neighborhood coalition comprised of some two hundred families, O.H.I.O. strongly supports your actions.

In light of the recent controversy surrounding the proposed "Park & Fly" operation designated for the corner of Boardman Street and McClellan Highway, your modification of the existing, commercial, zoning requirements may prove to be our best, if not our only defense. O.H.I.O. has continuously attempted to impress upon the respective developers of the property in question, that while we do not oppose "development" per se--the construction of a jobs training facility or a beautification project, the establishment of a parking facility would be an erosion of the viability of both the neighborhood and the community, the preservation to which our organization has dedicated its purpose. Aside from this aspect, of course, looms the blatantly, perilous intensification of the already sizeable automobile overcrowding, traffic, safety and health problems in what remains an overwhelmingly residential section. We of O.H.I.O. certainly intend to keep it that way.

We thank you for your cooperation, hope that you will acknowledge receipt of this letter and keep us abreast of your efforts to secure exceptions to the commercial zoning regulations. Hopefully together we can stem the tide of airport related expansion from engulfing our bastion of community.

To contact O.H.I.O. with news of your progress in this matter address mail to: Mr. Lindoro Tescione
c/o O.H.I.O.
127 Barnes Avenue
East Boston, MA 02128

or feel free to reach me at 567-6718.

Thank you for your attention and concern.

cc: Mr. John Vitagliano
Traffic & Parking Comm'sr.

Sincerely,
Lindoro Tescione *Vincent Capozzi*
Lindoro Tescione & Vincent Capozzi
Chairmen, O.H.I.O.

